

## TRADE FEATURES GREAT IN INTEREST

### Elaborate Exploitation of Commercial Wares.

### FOREIGN PARTICIPATION

### Display of the Work of Cap- tains of Industry.

Money Appropriated by the Various States, Some of Which Has Been Spent for Reproductions of Famous Buildings—Manufacturers Have Contributed Largely and Are Occupying All the Available Space.

By W. H. Bright.

So much has been said of the military and naval features of the Jamestown Exposition that the idea has been created in the minds of some people that the manufacturing and commercial interests are a mere side issue, or at least of minor concern, but nothing is farther from the truth.

Not only will almost every State in the Union be represented industrially, but many foreign countries will exhibit their wares and the product of their fields and factories and mines. In fact, the industrial feature of the exposition is proving a factor that was at first thought impossible. The space in the States' Exhibit Building and other general buildings for that purpose has proven inadequate, or would have done so had not many of the larger manufacturing firms decided to erect buildings of their own in which to exhibit their wares.

### Historical Facts.

The historical facts connected with the exposition or the country immediately connected with it or surrounding it are such as to create universal interest not only in America, but in most foreign countries. Historically, this exposition marks the 300th anniversary of the first permanent English settlement on the American continent—a settlement that has resulted in the English predominance in this continent and spreading their influence far beyond the confines of America. The growth and progress of the United States, which sprang almost directly from this first English settlement, have been phenomenal, and notwithstanding the fact that wars have ever and anon swept over her domain, she has ever pressed onward and upward, until now, at the close of the 300th century, the United States stands without a peer in history, education, science, and art, as well as in mining, farming, manufacturing, and commerce.

Volumes have been published in reference to the industrial features of the Jamestown Exposition, and yet the half has not been told as to the value of this feature of the exposition to the manufacturing and commercial interests of the United States. The eyes of all States and all nations are focused upon this exposition and the captains of industry are particularly interested in the industrial feature.

The historic interest that attaches to the site of the Jamestown Exposition and to the immediate vicinity, covering 20 years from the first English settlers at Jamestown to the opening of the Jamestown Exposition, April 26, this year, and closing November 23, is so well known and is so widely discussed that only passing mention of it need be made here. Suffice it to say that it was here at Jamestown that the first English settlement was erected, which resulted in the English virtually ruling, or at least, controlling, the Western continent; it was here the first trial by jury was held, and here the first legislative body convened in 1619; it was here the first English child was born in America; and within a few hours' ride of Jamestown many of the important battles of the Revolution, the war of 1812, and the civil war were fought. Yorktown and Appomattox are close by.

### Foreign Participation.

Among those foreign countries that have accepted the invitation of President Roosevelt, and which will participate in the celebration of the 300th anniversary of the first English settlement in America, are Great Britain, Germany, Russia, France, Japan, Switzerland, Italy, Belgium, Spain, Sweden, and Greece of the Eastern continent; and Brazil, Argentina, Venezuela, Mexico, Chile, Santo Domingo, Porto Rico, Salvador, Peru, Guatemala, Nicaragua, Ecuador, Costa Rica, and Panama, of the Western continent.

While there are no official figures as to the exact number of foreign war vessels that will participate during the Exposition, it is estimated that there will be at least ninety. Uncle Sam will have the largest fleet he has ever gathered together in Hampton Roads, making a total of at least one hundred of the most powerful fighting ships in the world, assembled in the broadest and deepest harbor in the world, and perhaps the only one in which that number of vessels could maneuver or safely anchor.

### States Taking Part.

The participation by States is certainly highly gratifying and is evidence that the interest in the exposition is the greatest historical and industrial landmark of the exposition is universally recognized. The following are among the States that have made appropriations or otherwise provided for buildings and exhibits: Alabama, \$20,000; Arkansas, \$15,000; Delaware, \$10,000; Connecticut, \$70,000; Louisiana, \$15,000; Georgia, \$50,000; Illinois, \$25,000; Kentucky, \$40,000; Maryland, \$65,000; Michigan, \$20,000; Missouri, \$40,000; Massachusetts, \$50,000; New Jersey, \$75,000; North Dakota, \$15,000; New York, \$120,000; North Carolina, \$50,000; Ohio, \$75,000; Oklahoma, \$10,000; Pennsylvania, \$100,000; Rhode Island, \$50,000; South Carolina, \$30,000; Tennessee, \$20,000; Virginia, \$200,000; West Virginia, \$150,000; Wisconsin, \$100,000; Wyoming, \$10,000.

In fact, almost every State in the Union will be represented at the Jamestown Exposition and the State buildings are certainly an interesting and instructive feature. The prevailing style of architecture is colonial but some of the States have reproduced famous buildings of different types, the purpose being to present to the exposition visitors models of famous homes and halls where great personages dwelt and great events occurred. The State buildings, like many other exposition edifices, are permanent, and, after the exposition, will be transformed into homes, clubhouses, hotels and the like. Most of the interesting historical buildings are located along Washington boulevard, facing Hampton Roads, and from them visitors will be able to see the ships entering and leaving the harbor, and also see the naval maneuvers and nautical contests.

### Industrial Exhibits.

Manufacturers have exhibited to the importance of the celebration and realize that it is an exposition almost as big and fully as important as the St. Louis

Exposition, and from every quarter they have long been sending in applications for space, while many have asked to have their space doubled or trebled, or have erected special buildings.

T. S. Southgate, governor of exhibits, says that among the largest exhibitors in this line are the implement manufacturers of Moline, Ill. Three concerns of that city, allied with the interests of three other outside factories, have decided to erect a special exhibit building for their own use at the exposition. The concerns in the joint agreement are Deere & Co., Deere & Mansur Co., and the Moline Wagon Company, of Moline; the Kemp & Burpee Company, of Syracuse, N. Y.; the John Deere Manufacturing Company, of Ottumwa, Iowa; and the Storer Manufacturing Company, of Freeport, Ill. The building is near the States' Exhibit Palace and is one hundred feet square. The cost is \$100,000, and nothing will be displayed in it except the products of the companies named. In the States' Exhibit Palace among the prominent exhibitors of implements are the International Harvester Company of America, who are one of the largest exhibitors of the exposition; the Pittsburgh Steel Whirlfence Company, and the Chattanooga Implement and Manufacturing Company, the Caldwell Lawn Mower Company, A. H. Datch, and others.

A section aggregating 5,000 feet of floor space has been set apart in the Transportation Building for the display of carriages, wagons, and vehicles of all kinds, not including motor cars and automobiles, the latter being assigned to a separate section. The space is about the same in amount as was allotted to the same class of exhibits at the Pan-American Exposition, and the exhibits here will be more selective.

Among the chief exhibitors in this section are the Columbus Buggy Co., of Columbus, Ohio; the Studebaker Bros. Mfg. Co. of South Bend, Ind.; the Walborn & Riker Co., of St. Paul, Minn.; the Finney & Kober Co., of Philadelphia; the Barber Buggy Co., of South Boston, Va.; the J. E. Briggs Co., of Waterloo, Iowa; the Blount Carriage Co., of Belleville, Ill.; the Rock Falls Mfg. Co., of Sterling, Ill.; and many others of more or less prominence in the manufacturing world.

**South America.**  
The South American states are particularly in evidence with their ships and military and their commercial bodies and manufacturers' associations. These visitors are all in search of new methods and new machinery to improve their industries at home. There has never been such an opportunity as this exposition offers for the manufacturer to exhibit his product before a class of visitors so interested in such things, and from the very sections of the earth where we are most anxious to improve our markets.

Our South American neighbors are closely allied to us in many ways, but they have been in the habit of buying from Europe that which the United States could furnish. The development of the South American countries has been phenomenal, and there is a great demand for every article of manufacture and commerce. Our manufactured articles should be as common in South America as they are in our own country, and the Jamestown Exposition will be the place to let them know what we have.

**The Shoe Industry.**  
Arrangements have been made by leading shoe manufacturers of Massachusetts for an exceptionally complete exhibit of all kinds of footwear at the exposition. The exhibit shows every phase of the manufacture and various stages of development of the industry, together with the statistical data, giving the amount of domestic sales, and the increase in demand for American shoes in foreign countries. It is hoped by the manufacturers who promoted the plan that it will help materially in establishing new foreign markets.

Connecticut has an elaborate clock exhibit at the Jamestown Exposition. It is deemed fitting that she should, because of the clock in this connection, made in Connecticut. Samuel P. Threlkeld, of Manchester, has been requested to arrange an exhibition that will show clocks of the earliest make and those of the different periods up to the present date.

### Railways Interested.

The Pennsylvania Railroad Company has an exhibit at the 700th anniversary of the first steel passenger car constructed. This car was built for the great Pennsylvania system, first to be used at the exposition.

Besides this exhibit, a section of the tunnel that is to be used under the North and East Rivers, New York, is installed in the transportation section of the Machinery Building and the passenger car will be placed in it.

To arrange for this exhibit, Mr. T. W. Sullivan and Mr. J. P. Wilkins, representatives of the Pennsylvania Railroad, were at the exposition offices over a month ago and engaged space in the Machinery Building to the extent of 3,000 square feet. The steel passenger car is 82 feet long, and the portion of the car on exhibition is 22 feet in diameter. After the exposition the section of the tunnel will be transported back to New York and placed in position in the tunnel. On this section will be inscribed: "This section of the tunnel was on exhibition at the Jamestown Exposition, which was held in Norfolk in 1907."

The Baldwin Locomotive Works has erected its own building at the Jamestown Exposition, in the neighborhood of \$100,000 to build an exhibition structure and assemble the exhibit placed in it. The site was selected near the entrance of the Tidewater Railroad and at a short distance from the States' Exhibit Building. It is 225x125 feet in size, and colonial architecture is followed in its construction. One of the features of the Baldwin locomotive exhibit is the Baldwin locomotive, the best improved type of locomotive ever constructed, which is in operation, placed on a platform, with the wheels slightly elevated from the track.

The Chesapeake and Ohio Railroad is making a strong exhibit in the States' exhibit palace. This exhibit embraces forestry, minerals, agriculture, and other industrial features along the line of the Chesapeake and Ohio Railroad. The features will be a rustic springhouse, from which "Hot Springs Water" will be handed to the thirsty.

No. 36, one of the new crack locomotives of the Reading Railway, is exhibited at the Jamestown Exposition. These are but a few of the exhibits, but the list suffices to show what may be expected in this industrial line by visitors to the exposition.

### Agriculture.

The agricultural and horticultural industries of the South, and in fact, of every section of the country, are represented at this exposition as such interests have never been represented at any previous exposition. Special provision has been made for this, in the erection of the States' Exhibit Building, which is a handsome structure of brick veneer, 200 by 250 feet. The architecture is of the later English renaissance, or Georgia period,

## THE JAMESTOWN EXPOSITION EMBLEM.



from which our colonial architecture was derived. Facing the parade grounds are two monumental loggias, offering shade and rest to the visitor, and a vantage point from which to view the competitive drills and maneuvers of thousands of American and foreign soldiers. This building has an interior court ninety feet wide by 250 feet long, with terraces, fountains, and every embellishment that can add to the comfort or convenience of the visitor or the exhibitor. Aside from the agricultural exhibits displayed in this building, there is set aside space for the proper exhibit of agricultural implements and farm machinery generally, farm equipment and methods of improving lands, and the appliances and methods used in agricultural industries. The special exhibits in tobacco, cotton, and peanuts are installed in this building.

The government has also appropriated for a negro building and exhibits at the Jamestown Exposition. The sum of \$100,000 and that race is given an opportunity and assisted in every way to show the progress it has made and its advancement in education, art, and science, as well as in industrial and commercial pursuits.

The transportation facilities for reaching Norfolk and the Jamestown Exposition are of the best, as will be understood when it is known that there are, reaching this immediate section, eight trunk lines of railroad, five short railroads, four transatlantic lines of steamships, and three coast lines, besides four Chesapeake Bay lines, four river lines, and three river and canal lines. The exposition grounds are reached from the surrounding towns by steam and trolley lines and water craft of every description.

Never, perhaps, in the history of expositions has a city of such magnitude, most of which is to remain for years after the Jamestown Exposition is a thing of the past, sprung up in so short a time as has the Jamestown Exposition.

### Exposition Buildings.

The exposition buildings proper consist of about twenty-five structures, many of them magnificent palaces of permanent construction, after the colonial style of architecture, and present an array of elegance and grandeur seldom witnessed.

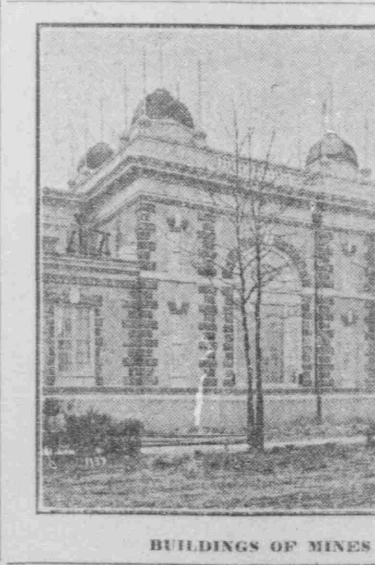
Among the principal buildings and those that will attract most attention, both as to their size and construction, as well as to the exhibits they contain, are the Auditorium and Convention Hall, 160x235 feet, with wings 62 feet, having an auditorium 21x21 feet, with a seating capacity of about 5,000; Palace of Manufactures and Liberal Arts, 280x350 feet; Palace of Machinery and Transportation, 280x350 feet; States' Exhibit Palace, 200x350 feet; Mining and Metallurgy Building, 160x250 feet; Hygienic and Medical Building, 160x250 feet; Pure Food Building, 80x350 feet; Palace of History and Historic Arts, 124x125 feet; Education Building, 124x125 feet.

### Arts and Crafts.

Besides these, there is what is known as the Arts and Crafts Village, consisting of seven cottages after the style of colonial days. These are: Textile Building, 53x85 feet; Copper, Silver, and Woodworkers' Shops, 44x137 feet; Pottery Shops, 45x50 feet; Iron Shops, 45x50 feet; Model School, 53x53 feet, with a model school room 53x52 feet; Mothers' and Children's Building, 62x100 feet, and Pechontas Hospital, 50x50 feet.

This does not include the various government buildings nor those of the War Path, many of which are fine structures, nor does it include the Inside Inn, which has a frontage of 50 feet on Hampton Roads, overlooking that entire body of water, on which will be held all the naval maneuvers and aquatic sports.

Among the buildings that will be seen by every visitor to the exposition are two government piers that are each 200 feet wide and extend 1,000 feet into Hampton Roads. They are connected by a cross pier 600 feet long of equal width with the



BUILDINGS OF MINES AND METALLURGY.

### Celebration of State Days.

June 16	Georgia Day
June 17	Virginia Day
June 18	North Carolina Day
June 19	West Virginia Day
June 20	Kentucky Day
June 21	Illinois Day
June 22	Ohio Day
June 23	North Carolina Day
June 24	Massachusetts Day
June 25	Rhode Island Day
June 26	Maryland Day
June 27	Vermont Day
June 28	Missouri Day
June 29	Connecticut Day
June 30	Pennsylvania Day
July 1	Connecticut Day

### United States Appropriation.

The fact that the government appropriated over a million dollars for the various government buildings, naval and military maneuvers and drills, and for permanent improvements, and the further fact that most of the great world powers are participating with their best war vessels and best troops, in naval maneuvers and competitive drill, is a guarantee that this feature alone will attract world-wide attention. A reproduction of the battle between the Merrimack and Monitor, in Hampton Roads, as it was fought in 1862, and which inaugurated a new era in naval warfare, is one of the features in this connection that will interest every patriotic citizen in the United States and hundreds of thousands of people in every other country. The government has appropriated \$100,000 for the reproduction of this famous battle scene, and the first iron-clad sea monsters.

### Our Navy.

There are now in the United States navy about 270 vessels fit for service and thirty, or about that number, in course of construction, but it is not so much the number of fighting ships in our navy that is sending us so rapidly to the top of the list of the world's naval powers. The United States, like most foreign nations, has adopted the policy of building the heavier class of war ships, that is, protected by the heaviest armor plate and equipped with guns of the greatest destructive power. It is now proposed to build another battle ship that will in every way outclass the British Dreadnought. And, when it is taken into consideration that the battle ships cost on an average about \$8,000,000 each, it can be formed that the cost of the United States navy, while there are no official figures as to the exact number of foreign war vessels that will participate, it is estimated by those who are most conversant with the status of affairs, naval and military, that there will be at least ninety, and as Uncle Sam will have many of his own best and most formidable sea fighters in Hampton Roads during the summer, there will be not less than 100 in all. It will be the first time in the history of the world that armed soldiers and armed vessels of a foreign nation have been permitted to land in the waters or upon the shores of the United States, or that the like has ever occurred anywhere. There are those who seem to imagine that this great military display may work mischief in leading to militarism, but others who are in favor of universal peace. The union and good fellowship that will be engendered here during this great exposition, in the intermingling of the soldiers and sailors, the officers and rulers of every nation on earth, will have a lasting effect for peace, and will curb the temper and guide the judgment of those in power to a degree that is not yet comprehended. For America it will virtually insure peace, and if peace is bought or compelled by an array of power for defense or aggression, and by the magnanimity of the broad invitation of

the President of the United States and by the hospitality shown our foreign guests when they are once assembled on our shores, it will be all the greater victory and triumph for the United States, and for which we long. But for the army and navy there would be no United States of America, nor would this great nation long survive without an army and navy.

### State Buildings.

Virginia.—Of the State buildings, that of the Old Dominion is the most imposing, presenting a massive type of colonial structure in all its conventional dignity. The Virginia exhibits will not be under this roof, but will have space in the various exhibition buildings, according to classification, leaving the State structure to serve exclusively for the reception and entertainment of visitors and guests. The Virginia building has a frontage of 116 feet, including the side porches. It is of brick, with stone and marble ornamentation, and the front elevation presents the harmonious effect of Ionic elegance combined with Doric simplicity. Lofty Corinthian columns, surmounted with acanthus-leaf capitals, support the roof projection above an imposing entrance. The building is very appropriate for the purpose intended, that of home for the children of old Virginia from near and afar.

The Georgia building is a representation of "Bulloch Hall," at Roswell, Ga. "Bulloch Hall" was the home of Mattie Bulloch, mother of President Roosevelt, and she was married to the President's father. The reproduction of this building typified several periods in the history of the Empire State of the South. The builder of the house was the second governor of Georgia, Archibald Bulloch, the President's uncle, was a captain in the Confederate navy, and his brother, James, was an officer in Lee's army. The President will deliver the address of dedication of this building on June 18, speaking on the subject, "The Growth and Prosperity of the South." The twelve rooms of this building will be furnished by the leading cities of the State, including Atlanta, Savannah, Columbus, Macon, Valdosta, Waycross, Statesboro, Albany, and Cordele.

North Carolina has one of the prettiest buildings at the exposition. It is of large colonial design, with a porch of columns and porches, and is constructed of North Carolina yellow pine. The appropriation of this State for building and exhibit is \$55,000.

Mr. George Vanderbilt, of Baltimore, furnishes one of the rooms of this building, and the White Furniture Company, of Melrose, another.

Delaware, the little "Diamond State," has erected a building of colonial high-roofed design, with a pergola running around both interior and exterior, the Delaware coat-of-arms over the doorway and the word "Delaware" impressed upon the side wall, with colonial porches, old-time carvings, and immense brick chimneys and creditable building.

### Washington's Headquarters.

New Jersey has one of the most artistic of buildings, a representation of Gen. Washington's headquarters at Morristown. The building is a stately structure, of a pure colonial type of architecture, 53x33 feet in size, and its facade presents a beautiful colonial picture. It will be the headquarters for New Jersey visitors and for the holding of social and other events.

New York has built a large colonial mansion modeled after the home of the late Gen. Lee, "Arlington," on the Potomac, opposite the city of Washington. It will be surrounded by a dome in resemblance to the dome of the Congressional Library, at Washington.

The hostess of the New York building is Mrs. Nelson Guy Henry, wife of Adjutant Gen. Henry, of the New York militia. Pennsylvania has constructed a replica of the Independence Hall, of Philadelphia, corresponding in every detail to the original, which is familiar by picture or personal inspection to almost every one. A mammoth four-faced, electric-illuminated clock will ornament the tower, and the lines of the tower will be illuminated by rows of electric lights. Two clusters of lights will surmount the front terrace, while from the posts and brackets there will be additional clusters of lights in abundance.

Maryland has reproduced as her building at Jamestown Exposition the home of Charles Carroll, of Carrollton, Carroll was one of the signers of the Declaration of Independence, and survived all the others by half a dozen years. One room of the building is a replica of the old senate chamber at Annapolis, where Washington resigned his commission as commander-in-chief of the army. In addition to the State building the city of Baltimore will erect a "House of Welcomes," of colonial design, two stories in height and with sixty feet front.

Massachusetts has attempted a reproduction of the old State House, as it stands at the head of State Street, Boston, and this they have succeeded remarkably well. The structure is one of the most interesting and quaint in the group of State buildings. The first story is given over to the entrance and exhibition

halls, the circular staircase hall, the old stairway being reproduced faithfully; the commission's office, curator's room, lavatories, &c. The main feature of the second story is an exact reproduction of the famous old council chamber, where James Otis warred against Writs of Assistance, and the representatives' hall, the scene of so many stirring events.

### Talmadge Home.

Connecticut has reproduced a beautiful building with a plan substantially that of the famous Benjamin Talmadge home at Litchfield, the architecture being closely followed, but it is not to be mistaken for the original, but has been altered slightly to conform to modern ideas. The Talmadge home was the first colonial mansion erected in Connecticut.

The owner was a valued member of Gen. Washington's staff, and entrusted with the execution of Maj. Andre, the British spy, and in this house were planned many of the successful campaigns of the Revolution. The Rhode Island Building is elaborate in design and distinguished by being the first for which an appropriation was made, the first for which ground was broken, and the first to be completed.

Vermont has constructed a model summer house, a feature for which the "Green Mountain State" is becoming noted. New Hampshire has a reproduction of the John Langdon home, of Portsmouth, one of the finest specimens of colonial architecture in the United States. The Langdon home was built in 1784, by John Langdon, the civil leader of the State in the Revolution. The house is owned by Hon. Woodbury Langdon, a descendant of the patriot, and the latter will furnish the house at the exposition at his personal expense. The building is 54 by 40 feet.

West Virginia has its building completed before the opening day, and the Little Mountain State will have one of the finest structures of the Exposition. It has a brick foundation, frame superstructure, built on the old colonial plan, with porches in front and on the sides, and a terrace connecting the porches. The building has a beautiful location. Near the building will be an obelisk of West Virginia, equal, 40 by 40 feet at base, and 160 feet high. It will be laid in obelisk form, a strata for each county of the State, and illuminated by electric lights, forming an exhibit visible far out to sea.

### Ohio's Building.

Ohio has reproduced, in cement block, a model of "Adena," the first stone house erected west of the Allegheny Mountains, and for several years the home of Gov. Worthington, when the capital of the State was at Chillicothe. The furnishings of the house are faithful to the times when the house was built. Two sturdy buckeye trees have been planted in front of the Ohio Building and have taken root in their adopted soil.

Kentucky is rebuilding Daniel Boone's fort in a grove of stalwart pines in the northwest corner of the exposition grounds, the logs for the construction of the same being shipped from various sections of the Blue Grass State, some of them from the site of the original fort at Boonesboro.

Illinois has a beautiful colonial building of pressed brick veneer, with staff trimmings, with wide porches and verandas. The main reception hall will be a feature of the attractiveness of the Illinois Building. With its frame fireplace, broad stair, and spacious window seats, it will give the entire building an air of hospitality.

Missouri has provided a fine colonial structure as a home for the residents of the State who will visit the exposition. The building is red brick, and with its stately porticoes and verandas, it will produce the impression of hospitality so characteristic of the citizens of the State.

North Dakota has a nice building with every modern convenience, and visitors from that State will look upon it with pride as being representative of the interests of North Dakota at this great exposition.

Michigan, Alabama, and Tennessee have made appropriations for buildings, and it is expected that Florida, Oklahoma, and Arkansas will likewise be represented by suitable buildings.

Louisiana has one of the best possible locations for her State building, the view being unsurpassed. The structure is 65x33 feet in size, two stories in height, and of colonial architecture. It has a fifteen-foot gallery in front, with eight columns, and a similar gallery on the side. The front of the building is almost entirely of glass, so that the view of the stormy days visitors may remain in the reception rooms and view the harbor.

### Special Buildings.

Among the many special buildings of the exposition may be mentioned the exhibit buildings erected by the Grand Trunk Railway, the Baldwin Locomotive Works, the American Locomotive Works, the John Deere Plow Company, Presbyterians of Virginia, Baptists of America, Baltimore "House of Welcomes," (Va.) city building, Virginia mineral and lumber exhibit building; Woodmen of the World, Daughters of the Confederacy, Columbia Woodmen, Old Virginia Corn Mill, the J. B. Ragsdale, the Virginia Veterans, the Veterans of American Revolution, Travelers' Protective Association, &c. Among the large special buildings is the Inside Inn, which has accommodations for three thousand guests.

The buildings of the "War Path" consist of cycloramas for the production of the battles of Manassas, Gettysburg, the Monitor and Merrimack engagement, and the destruction of San Francisco. Other contrivances in the harbor incubator old Jamestown, Swiss village, colonial Virginia, Lee and his generals, tours of the world, zoo building, streets of Seville, streets of Cairo, temple of mirth, &c.

### Transportation.

At present one of the most interesting problems in the commercial world is transportation. The constant cry both in passenger and freight traffic is "better, safer, and more rapid means of transportation. This not only calls for the dredging of navigable streams or for locks to make slack-water navigation possible, and for better roadbeds, better rolling stock, and better and more effective and reliable motive power, which, after all, is the master wheel of transportation.

The business of the professional man of the cities wants rapid transit between his office or store or factory and his suburban home; the truck farmer wants rapid transit for his truck; the farmer wants rapid transit for his produce; the stock farmer wants rapid transit for his stock when he starts to market with it, and the laborer wants rapid transit to carry him to and from his work.

There is a general clamor for rapid transit, and this clamor has stirred up the vast corporations engaged in the transportation business to extra effort as is experienced by the demand for space at the Jamestown Exposition. Months before the opening of the exposition every foot of the space originally set aside for transportation exhibits was taken, and it became necessary to provide more space or deny some of the larger concerns the amount of space they wished. This speaks well for the estimate the manufacturers place upon the Jamestown Exposition, particularly the manufacturers who are directly or indirectly connected with or interested in transportation adjuncts.

Formerly "transportation" referred principally to railroad and steamboat or ship traffic, but it now comprehends all classes of vehicles and all classes of motive power from the powerful and swift locomotive to the tiny contrivances that propel aerial and nautical craft, or the automobile or motor-cycle, and from the finest palace coach or carriage to the broad-track or lumbering ox cart, and

## BELT LINE BY WATER

### Trips Planned Around Hampton Roads.

### WILL BE SOMETHING NOVEL

Observation Steamers to Be Run on the Route with Carrying Capacity of 1,500 Passengers—Norfolk, Portsmouth, Navy Yard, Newport News, and Fort Monroe Touched.

Norfolk, Va., April 25.—Something new under the sun is the "Water Belt Line" that has just been projected as a means of transportation between the Jamestown Exposition grounds and the several cities and points of interest around Hampton Roads and Tidewater Virginia. The "Belt Line" on land, by steam or trolley cars, is a familiar institution in many cities, but here, for the first time, has been organized a water belt line, boats instead of cars being used.

Observation steamers will be run on this route. Each steamer will carry about 1,500 passengers without crowding. A regular schedule of trips will be made, the boats starting from Campbell's wharf in Norfolk, touching at Portsmouth, the Norfolk Navy Yard, Newport News, Old Point Comfort, Fort Monroe, and other historic points en route, and completing the one-way trip at a pier built out into the waters of Hampton Roads directly in front of the exposition site. Boats will run every fifteen minutes.

### Trips by James River.

A valuable feature on the plan is to issue coupon tickets on these trips, giving the passenger the privilege of disembarking at any or all of the stopping places mentioned, and taking the next boat or any boat later in the day. This will give opportunity for seeing all the sights. The round trip to the exposition in this manner will be full of incident. These Water Belt Line trips are to be in no sense on the order of the average "cheap excursion," where the raffish and hobbly of humanity usually take possession of the boat; on the contrary, they will appeal to the best class of people, no liquors being sold aboard and no rowdiness being permitted.

Besides the regular trips, the company is planning to have numerous excursions to such places as Jamestown Island, Yorktown, and other points of historic interest in and around Tidewater Virginia. At Yorktown, the United States. The grounds, the logs for the construction of the same being shipped from various sections of the Blue Grass State, some of them from the site of the original fort at Boonesboro.

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### ROOSEVELT LEAGUE STARTED.

### National Organization Incorporated to Secure Renomination.

Albany, N. Y., April 25.—The National Roosevelt League, with principal office at 44 Court Street, Brooklyn, was incorporated to-day to aid in securing the nomination by all parties of Theodore Roosevelt to succeed himself as President of the United States and to organize leagues for this purpose in every State in the Union.

The directors, Bela Tokaji, William H. Boyes, J. P. Berg, Maurice Kehan, and Paul Kreuder, of Brooklyn, hinges upon the navigable conditions of streams, the roadbeds of railroads, and the wagon roads, that like the veins of some huge body, carry into the centers of population the product of the land.

### Concerns Interested.

Among the larger of the many concerns interested in the movement of motive power devices or vehicles for transportation that have taken space at the Jamestown Exposition may be named the American Locomotive Works, the Pennsylvania and C. & O. railroads, and in the line of vehicles, the Pullman Car Company, the Barney-Smith Car Company, the St. Louis Car Company, and the Columbus Buggy Company. This is not all, by any means, but it will suffice to show the interest taken in the Jamestown Exposition. This interest, aside from being general and more or less common among large manufacturing firms, has a local significance superinduced by the great prosperity that has blessed the tidewater section of Virginia for the past few years, and that